City of Portland
Bureau of Development Services
Land Use Services Division

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Date: July 16, 2008

To: Interested Person

From: Kate Marcello, Land Use Services
503-823-9162 / kate.marcello@ci.portland.or.us

NOTICE OF A TYPE II DECISION ON A PROPOSAL IN YOUR NEIGHBORHOOD

The Bureau of Development Services has approved a proposal in your neighborhood. The reasons for the decision are included in this notice. If you disagree with the decision, you can appeal it and request a public hearing. Information on how to appeal this decision is listed at the end of this notice.

CASE FILE NUMBER: LU 08-131186 DZM – EXTERIOR ALTERATIONS TO MEADER BUILDING TO ACCOMMODATE NEW MAX LINE

GENERAL INFORMATION

Applicant: Karen Karlsson, KLK Consulting
1130 SW Morrison, Ste 245
Portland, OR 97205
(503) 227-5000

Neil McFarlane, Tri-County Metropolitan Transit Authority
710 NE Holladay Street
Portland, OR 97232
(503) 962-2134

Site Address: 1976 SW 6TH AVE

Legal Description: LOT 3&6 BLOCK 158, PORTLAND
Tax Account No.: R667716050
State ID No.: 1S1E04DA 01100
Quarter Section: 3228
Neighborhood: Downtown Cmty Assoc., contact Jennifer Geske at 503-750-9843.
Business District: Downtown Retail Council, contact Portland Business Alliance at 503-224-8684.
District Coalition: Neighbors West/Northwest, contact Mark Sieber at 503-823-4212.
Plan District: Central City - University District
Zoning: Central Residential with design overlay (RXd)
Case Type: Design Review with Modifications (DZM)
Procedure: Type II, an administrative decision with appeal to the Design Commission.

Proposal: The applicant requests Design Review approval to remove 18 ft. 10 in. from the front of the Meader Building on SW 6th Avenue, in order to accommodate the location of new MAX light-rail tracks. Because the tracks will be located in the existing public sidewalk area abutting the front façade of the Meader Building, the building façade must be moved back and

re-built. The re-built front façade will effectively look the same as the existing front façade. The existing aluminum-framed windows and doors will be re-glazed and re-used. The façade will be stucco veneer with jointing similar to the existing façade. A new public sidewalk will be constructed as well (not part of this Design Review). Between the newly built front façade and the new public sidewalk, there will be scored walkway with a light broom finish for slip resistance. Additionally, recessed can-shaped light fixtures will be installed within the soffit of the entry area, in front of the entry doors. Each fixture is 0'-5" in diameter and has a fresnel lens. Lastly, a stucco-clad screenwall will be installed around the existing rooftop mechanical unit. The screenwall will be installed around all sides of the unit except for the rear, which faces the interior of the block.

Because the proposal is for exterior alterations to a building in the design overlay zone in the Central City Plan District, Design Review is required.

Modification: The applicant requests one Modification as part of this Design Review:

- ***33.120.220, Setbacks***, requires that buildings on designated Transit Streets or in Pedestrian Districts be set back no more than 10 ft. The applicant is proposing a 34-ft setback between the existing property line and the re-built front façade. (However, a Property Line Adjustment will occur after this Design Review. After the property line is adjusted, the building will be set back no more than 10 ft. from the new property line. Because the Property Line Adjustment will not occur until after the Design Review, the Modification is required.)

Relevant Approval Criteria:
In order to be approved, this proposal must comply with the approval criteria of Title 33 (Portland Zoning Code). The relevant criteria are:

- 33.825 Design Review
- 33.825.040 Modifications That Will Better Meet Design Review Requirements
- *Central City Fundamental Design Guidelines*

ANALYSIS

Site and Vicinity: The existing one-story 10,000-square-foot building, known as the Meader Building, was constructed in 1958. It is located on the block bounded by SW 6th Avenue, College Street, 5th Avenue, and Jackson Street.

The immediately surrounding area was once a thriving mixed-use, multi-ethnic neighborhood. The residents and small business owners of the neighborhood were primarily Italian, Greek, Irish, Jewish, and Chinese. Until the area was cleared for Portland's first federally funded urban renewal project in the early 1960s, there was a multitude of Victorian homes, churches, ethnic delicatessens, barber shops, taverns, and drugstores. The only remaining fragment of this ethnic enclave is the Lair Hill neighborhood, located south of Interstate 405. Additionally, there are a few remaining structures scattered in the southern part of downtown, including the home located just southeast of the Meader Building, fronting SW Jackson Street. Known as the Figo House, it was constructed in 1894 in the Queen Anne Vernacular style.

The vicinity is dominated by the Portland State University campus. The abutting building to the north is known as the Sixth Avenue Building. It was constructed in 1968 and mostly contains offices for organizations associated with Portland State University, such as the Multicultural Resource Center. The Broadway Building, constructed in 2004, is located across SW 6th Avenue from the Meader Building. It contains student housing, classrooms, and ground-floor retail. Other uses in the immediate area include multi-family housing in apartment buildings and subdivided houses, offices, a gas station, parking, and a few retail establishments.

Directly south of the block in which the Meader Building is located, the southern terminus for the new MAX Green line is being constructed. The Green line will provide light rail service on the newly refurbished transit mall, from Union Station to Portland State University. (The Green line will start at Clackamas Town Center, follow Interstate 205 to Gateway Transit Center, and then travel to downtown Portland via a pre-existing MAX alignment. In the future, it is anticipated that light rail service will be extended from the southern terminus to the City of Milwaukie.)

In regards to transportation on surrounding streets, according to Portland's Transportation System Plan, SW 5th and 6th Avenues are classified as Regional Transitway/Major Transit Priority Streets, Central City Transit/Pedestrian Streets, and City Bikeways. SW Jackson and College Streets are classified as Local Service Bikeways. The site is located in the southern end of the Downtown Pedestrian District.

Zoning: The Central Residential (RX) zone is a high-density multi-dwelling zone that allows the highest density of dwelling units of the residential zones. The maximum size of buildings and intensity of use are regulated by floor area ratio limits and other site development standards. The major types of new housing development will be medium- and high-rise apartments and condominiums, often with allowed retail, institutional, or other service-oriented uses.

The design (d) overlay zone promotes the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. This is achieved through the creation of design districts and applying the Design Overlay Zone as part of community planning projects, development of design guidelines for each district, and by requiring design review. In addition, design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area.

Land Use History: City records indicate one prior land use review:
- LUR 99-00186 DZ (99-016591): Design Review approval for exterior alterations to two existing adjacent buildings; alterations included resurfacing of building walls, moldings, and trim with synthetic stucco, and repainting of the buildings' exterior.

Agency Review: A *Notice of Proposal in Your Neighborhood* was mailed on June 6, 2008. The following Bureaus have responded with no issues or concerns:

- Portland Fire & Rescue;
- Portland Water Bureau;
- Bureau of Environmental Services;
- Bureau of Transportation Engineering & Development;
- Urban Forestry Division of Portland Parks & Recreation; and
- Site Development Section of the Bureau of Development Services.

The Life Safety (Building Code) Section of the Bureau of Development Services responded with the following comment. Please see Exhibit E-1 for additional details.
- Based on the information provided, there appears to be no conflicts between the proposal and applicable building codes.
- A separate Building Permit is required for the work proposed and the proposal must be designed to meet all applicable building codes and ordinances. More information regarding building code requirements can be obtained by visiting the Bureau of Development Services Development Services Center -1900 SW 4th Ave, 1st floor, between the hours of 7:30 AM and 3:00 PM Monday through Friday and also 5:00 PM to 7:30 PM Thursday evening (no appointment necessary.) Building Code information is also available online at: http://www.portlandonline.com/bds/, or by calling (503) 823-1456.
- Guardrails 42 inches high shall be installed where roof-mounted equipment requiring service is located within 10 feet of the roof edge. OMSC 304.10
- A separate Mechanical Permit is required for the work proposed. OMSC 106.1

Neighborhood Review: A *Notice of Proposal in Your Neighborhood* was mailed on June 6, 2008. No written comments in response to the proposal have been received from the neighborhood association (Downtown Community Association) or notified property owners.

ZONING CODE APPROVAL CRITERIA

1. Design Review

Chapter 33.825 Design Review
Section 33.825.010 Purpose of Design Review
Design review ensures that development conserves and enhances the recognized special design values of a site or area. Design review is used to ensure the conservation, enhancement, and continued vitality of the identified scenic, architectural, and cultural values of each design district or area. Design review ensures that certain types of infill development will be compatible with the neighborhood and enhance the area. Design review is also used in certain cases to review public and private projects to ensure that they are of a high design quality.

Section 33.825.055 Design Review Approval Criteria
A design review application will be approved if the review body finds the applicant to have shown that the proposal complies with the design guidelines for the area.

> **Findings:** The site is designated with design overlay zoning (d); therefore the proposal requires Design Review approval. Because of the site's location, the applicable design guidelines are the Central City Fundamental Design Guidelines.

Central City Fundamental Design Guidelines

These guidelines provide the constitutional framework for all design review areas in the Central City.

The Central City Fundamental Design Guidelines focus on four general categories. **(A) Portland Personality** addresses design issues and elements that reinforce and enhance Portland's character. **(B) Pedestrian Emphasis** addresses design issues and elements that contribute to a successful pedestrian environment. **(C) Project Design** addresses specific building characteristics and their relationships to the public environment. **(D) Special Areas** provides design guidelines for the four special areas of the Central City.

Central City Plan Design Goals
This set of goals has been developed to guide development throughout the Central City. The goals apply within the eight Central City sub-districts, or policy areas. The nine goals for design review within the Central City and its sub-districts are as follows:

1. Encourage urban design excellence in the Central City;
2. Integrate urban design and preservation of our heritage into the development process;
3. Enhance the character of the Central City's districts;
4. Promote the development of diversity and areas of special character within the Central City;
5. Establish an urban design relationship between the Central City's districts and the Central City as a whole;
6. Provide for a pleasant, rich and diverse pedestrian experience for pedestrians;
7. Provide for the humanization of the Central City through promotion of the arts;
8. Assist in creating a 24-hour Central City that is safe, humane and prosperous; and
9. Ensure that new development is at a human scale and that it relates to the scale and desired character of its setting and the Central City as a whole.

Staff has considered all guidelines and has addressed only those guidelines considered applicable to this project.

A4. Use Unifying Elements.

Integrate unifying elements and/or develop new features that help unify and connect individual buildings and different areas.

A5. Enhance, Embellish, and Identify Areas.
Enhance an area by reflecting the local character within the right-of-way. Embellish an area by integrating elements in new development that build on the area's character. Identify an area's special features or qualities by integrating them into new development.

C4. Complement the Context of Existing Buildings.
Complement the context of existing buildings by using and adding to the local design vocabulary.

Findings for A4, A5, C4: The local character of downtown Portland includes ground-floor windows, inviting entrances, and human scale, especially along the Transit Mall. The Meader Building will exhibit these qualities. The windows and entry doors will have clear glazing to allow views into the building. Recessed can-lights in the entry area will provide a sense of safety to passersby and building users. A stucco-clad screenwall will shield the existing rooftop mechanical unit from view, ensuring that it does not visually detract from the pedestrian environment along the Transit Mall. The building will positively contribute to the inviting, human-scaled environment that defines downtown Portland. *Therefore these guidelines are met.*

A6. Reuse/Rehabilitate/Restore Buildings.
Where practical, reuse, rehabilitate, and restore buildings and/or building elements.

Findings for A6: Rather than demolishing the Meader Building to accommodate the new MAX light-rail alignment, the proposal calls for the building's footprint to be altered. Eighteen feet 10 inches will be removed from the front of the building and the front façade will be re-built. This allows the building to continue to be re-used for office space. Elements of the building will be re-used as well. The storefront system and entry doors will be re-glazed and re-installed on the new front façade, and the existing rooftop mechanical unit will remain on the roof and be re-used as well. *Therefore this guideline is met.*

A7. Establish and Maintain a Sense of Urban Enclosure.
Define public rights-of-way by creating and maintaining a sense of urban enclosure.

A8. Contribute to a Vibrant Streetscape.
Integrate building setbacks with adjacent sidewalks to increase the space for potential public use. Develop visual and physical connections into buildings' active interior spaces from adjacent sidewalks. Use architectural elements such as atriums, grand entries and large ground-level windows to reveal important interior spaces and activities.

Findings for A7, A8: The horizontal band of aluminum-framed windows provides a sense of rhythm and visual interest to a front façade that is otherwise fairly simple in design. The windows and entry doors provide views into the building, fostering a visual connection between the building's active interior and the adjacent sidewalk. The building will contribute to a vibrant streetscape and the sense of urban enclosure along the newly extended Transit Mall. *Therefore these guidelines are met.*

B1. Reinforce and Enhance the Pedestrian System.
Maintain a convenient access route for pedestrian travel where a public right-of-way exists or has existed. Develop and define the different zones of a sidewalk: building frontage zone, street furniture zone, movement zone, and the curb. Develop pedestrian access routes to supplement the public right-of-way system through superblocks or other large blocks.

B3. Bridge Pedestrian Obstacles.
Bridge across barriers and obstacles to pedestrian movement by connecting the pedestrian system with innovative, well-marked crossings and consistent sidewalk designs.

Findings for B1, B3: Directly in front of the Meader Building's re-built front façade, there will be a scored concrete walkway with a light broom finish, which will match and blend seamlessly with the abutting newly built public sidewalk. This will provide pedestrians with a consistently designed, convenient access route along the east side of SW 6th Avenue, adjacent to the new MAX tracks. The pedestrian system at this location will also be enhanced by the glazing and recessed entry doors on the re-built front façade, which add definition to the building frontage zone of the sidewalk. *Therefore these guidelines are met.*

B2. Protect the Pedestrian.
Protect the pedestrian environment from vehicular movement. Develop integrated identification, sign, and sidewalk-oriented night-lighting systems that offer safety, interest, and diversity to the pedestrian. Incorporate building equipment, mechanical exhaust routing systems, and/or service areas in a manner that does not detract from the pedestrian environment.

Findings for B2: The proposed fresnel-lensed recessed can-shaped light fixtures at the building's main entrance will provide sidewalk-oriented night-lighting, offering safety to pedestrians on SW 6th Avenue.

The existing rooftop mechanical unit will be re-installed on the rooftop of the Meader Building. A stucco-clad screen will be placed around all sides of the unit except for the rear, which faces the interior of the block. The existing parapet and the proposed screen will ensure that the unit does not visually detract from the pedestrian environment. *Therefore this guideline is met.*

B4. Provide Stopping and Viewing Places.
Provide safe, comfortable places where people can stop, view, socialize and rest. Ensure that these places do not conflict with other sidewalk uses.

B6. Develop Weather Protection.
Develop integrated weather protection systems at the sidewalk level of buildings to mitigate the effects of rain, wind, glare, shadow, reflection, and sunlight on the pedestrian environment.

Findings for B4, B6: The recessed entry area will provide a stopping and viewing place with weather protection for passersby and visitors to the Meader Building. People will be able to view the sidewalk-level activity of the University District and the newly opened MAX Green line along SW 6th Avenue, without the potential for conflict with other sidewalk uses. *Therefore these guidelines are met.*

B7. Integrate Barrier-Free Design.
Integrate access systems for all people with the building's overall design concept.

Findings for B7: Between the newly built front façade of the Meader Building and the new public sidewalk on SW 6th Avenue, there will be a scored walkway with a light broom finish for slip resistance. Additionally, the entrance to the Meader Building will be at grade, adjacent to the public sidewalk on SW 6th Avenue. Barrier-free design is thus integrated with the design concept for the entrance to the building. *Therefore this guideline is met.*

C2. Promote Quality and Permanence in Development.
Use design principles and building materials that promote quality and permanence.

C3. Respect Architectural Integrity.
Respect the original character of an existing building when modifying its exterior. Develop vertical and horizontal additions that are compatible with the existing building, to enhance the overall proposal's architectural integrity.

C5. Design for Coherency.
Integrate the different building and design elements including, but not limited to,

construction materials, roofs, entrances, as well as window, door, sign, and lighting systems, to achieve a coherent composition.

Findings for C2, C3, C5: The proposal uses high-quality materials and respects the architectural integrity of the existing building. The façade will be re-built to look effectively the same as the existing façade. In fact, the existing aluminum-framed windows and entry doors will be re-glazed and re-used. The two existing light fixtures are deteriorated and will be replaced with updated fresnel-lens fixtures. The new façade will have a stucco veneer with jointing similar to the existing façade. The screenwall that shields the rooftop mechanical unit from view will be clad in stucco and painted to match the front façade of the building. The re-built front façade, with its row of storefront windows, jointing in the stucco veneer, and strong cornice line, will retain the horizontal orientation that characterizes the front of the Meader Building. The building's elements are integrated with one another to form a coherent composition. *Therefore* these guidelines are met.

C11. Integrate Roofs and Use Rooftops.
Integrate roof function, shape, surface materials, and colors with the building's overall design concept. Size and place rooftop mechanical equipment, penthouses, other components, and related screening elements to enhance views of the Central City's skyline, as well as views from other buildings or vantage points. Develop rooftop terraces, gardens, and associated landscaped areas to be effective stormwater management tools.

Findings for C11: There is an existing rooftop mechanical unit on the building. Currently it is about 29 feet 10 inches from the western roof edge and 5.25 feet from the northern roof edge. After the front façade of the building is moved back 18 feet 10 inches, the existing unit will be located approximately 11 feet from the western edge. The unit is 6'-3" long x 4'-6" wide x 4'-0" tall. The existing parapet on the building is about 2 feet tall, so the total height of the unit above the parapet is 2 feet. A 2-foot-tall stucco-clad screenwall will shield the unit from view. The screenwall be installed around all sides of the unit except for the rear, which faces the interior of the block. The screenwall will match the building façade in both color and materials, thus appearing as an integrated element of the building's design. When viewed from adjacent taller buildings, the mechanical unit will appear unobtrusive, as it is the sole unit on the rooftop and it is oriented orthogonally to match the orthogonal form of the rooftop. *Therefore this guideline is met.*

C12. Integrate Exterior Lighting.
Integrate exterior lighting and its staging or structural components with the building's overall design concept. Use exterior lighting to highlight the building's architecture, being sensitive to its impacts on the skyline at night.

Findings for C12: The existing recessed entry area of the Meader Building has two light fixtures. The proposed new entry area will replicate this existing condition. Recessed can-shaped light fixtures will be installed within the soffit of the entry area, in front of the entry doors. Each fixture will have a 5"-diameter fresnel lens. The fixtures are integrated with the design concept of the entry area and the overall front façade. The lights will not impact the skyline. *Therefore this guideline is met.*

2. Modification

33.825.040 Modifications That Will Better Meet Design Review Requirements:
The review body may consider modification of site-related development standards, including the sign standards of Chapters 32.32 and 32.34 of the Sign Code, as part of the design review process. These modifications are done as part of design review and are not required to go through the adjustment process. Adjustments to use-related development standards (such as floor area ratios, intensity of use, size of the use, number of units, or concentration of uses) are

required to go through the adjustment process. Modifications that are denied through design review may be requested as an adjustment through the adjustment process. The review body will approve requested modifications if it finds that the applicant has shown that the following approval criteria are met:

A. Better meets design guidelines.
The resulting development will better meet the applicable design guidelines.

B. Purpose of the standard.
On balance, the proposal will be consistent with the purpose of the standard for which a modification is requested.

The following modification is requested:

The applicant requests a Modification to *33.120.220, Setbacks*.
The standard states that buildings on designated Transit Streets or in Pedestrian Districts must be set back no more than 10 feet. The applicant is proposing a 34-foot setback between the existing property line and the re-built front façade. (However, a Property Line Adjustment will occur after this Design Review. After the property line is adjusted, the building's set back will be no more than 10 feet from the new property line. Because the Property Line Adjustment will not occur until after the Design Review, the Modification is required.)

As stated in the zoning code, the purpose of *33.120.220, Setbacks* is as follows:
The building setback regulations serve several purposes:

- *They maintain light, air, separation for fire protection, and access for fire-fighting;*
- *They reflect the general building scale and placement of multi-dwelling development in the City's neighborhoods;*
- *They promote a reasonable physical relationship between residences;*
- *They promote options for privacy for neighboring properties;*
- *They require larger front setbacks than side and rear setbacks, to promote open, visually pleasing front yards;*
- *They provide adequate flexibility to site a building so that it may be compatible with the neighborhood, fit the topography of the site, allow for required outdoor areas, and allow for architectural diversity; and*
- *Setback requirements along transit streets create an environment that is inviting to pedestrians and transit users.*

Findings: First, the proposal will better meet Guideline *C2: Promote Quality and Permanence in Development*. If the building complied with the setback standard of 10 feet or less from the *existing* property line, there would not be sufficient space for the new public sidewalk to be constructed. The building would be very close to the new curb and MAX alignment. The Transit Mall extension project that is currently under construction depends on continuous public sidewalks for its success and sense of permanence and quality. Conversely, allowing the building to comply with the setback standard of 10 feet or less from the *new* property line (which will be created via a Property Line Adjustment following this Design Review) allows sufficient space for the new public sidewalk, thus accommodating an indispensable element of the Transit Mall extension. A continuous pedestrian connection along the Transit Mall not only promotes the quality and permanence of the Mall itself, it also promotes the quality and permanence of the buildings that abut it. The Mall and the surrounding buildings and sidewalks will create a unique space within downtown Portland; granting the Modification enables the Meader Building to contribute to this endeavor. Secondly, the proposal is consistent with the purposes of *33.120.220, Setbacks*. The building will still maintain light, air, and separation; the general building scale and placement of development in downtown Portland will be maintained; and there will be a reasonable physical relationship among buildings. Most importantly in terms of this particular site, the proposed setback will create an environment that is inviting to pedestrians and transit users.

Therefore, as Modification approval criteria "A" and "B" are met, the Modification merits approval.

DEVELOPMENT STANDARDS

Unless specifically required in the approval criteria listed above, this proposal does not have to meet the development standards in order to be approved during this review process. The plans submitted for a building or zoning permit must demonstrate that all development standards of Title 33 can be met, or have received an Adjustment or Modification via a land use review prior to the approval of a building or zoning permit.

CONCLUSIONS

The design review process exists to promote the conservation, enhancement, and continued vitality of areas of the City with special scenic, architectural, or cultural value. The re-built front façade of the Meader Building will effectively look the same as existing front façade. The rooftop mechanical unit will be shielded from view by a screenwall that matches the building façade in materials and color. The Modification to allow a 34-foot setback from the existing property line allows for the construction of the new public sidewalk along SW 6th Avenue, which is a vital element of the newly extended Transit Mall. The proposal meets the applicable design guidelines and therefore warrants approval.

ADMINISTRATIVE DECISION

Approval to rebuild the front façade of the Meader Building by removing the front 18 feet 10 inches, install new recessed light fixtures at the main entrance, and install a stucco-clad screenwall around the north, south, and west sides of the existing rooftop mechanical unit.

Approval for Modification to *33.120.220, Setbacks*, to allow a 34-foot setback between the existing property line and the re-built front façade of the Meader Building.

Approval per the approved site plans, Exhibits C-1 through C-9, signed and dated July 14, 2008, subject to the following conditions:

A. As part of the building permit application submittal, each of the 4 required site plans and any additional drawings must reflect the information and design approved by this land use review as indicated in Exhibits C-1 through C-9. The sheets on which this information appears must be labeled, "Proposal and design as approved in Case File # LU 08-131186 DZM. No field changes allowed."

Decision rendered by: _____ **on July 14, 2008**
By authority of the Director of the Bureau of Development Services

Decision mailed: July 16, 2008

Staff Planner: Kate Marcello

About this Decision. This land use decision is **not a permit** for development. Permits may be required prior to any work. Contact the Development Services Center at 503-823-7310 for information about permits.

Procedural Information. The application for this land use review was submitted on May 22, 2008, and was determined to be complete on **June 4, 2008**.

Zoning Code Section 33.700.080 states that Land Use Review applications are reviewed under the regulations in effect at the time the application was submitted, provided that the application is complete at the time of submittal, or complete within 180 days. Therefore this application was reviewed against the Zoning Code in effect on May 22, 2008.

ORS 227.178 states the City must issue a final decision on Land Use Review applications within 120-days of the application being deemed complete. The 120-day review period may be waived or extended at the request of the applicant. In this case, the applicant did not waive or extend the120-day review period.

Some of the information contained in this report was provided by the applicant. As required by Section 33.800.060 of the Portland Zoning Code, the burden of proof is on the applicant to show that the approval criteria are met. The Bureau of Development Services has independently reviewed the information submitted by the applicant and has included this information only where the Bureau of Development Services has determined the information satisfactorily demonstrates compliance with the applicable approval criteria. This report is the decision of the Bureau of Development Services with input from other City and public agencies.

Conditions of Approval. If approved, this project may be subject to a number of specific conditions, listed above. Compliance with the applicable conditions of approval must be documented in all related permit applications. Plans and drawings submitted during the permitting process must illustrate how applicable conditions of approval are met. Any project elements that are specifically required by conditions of approval must be shown on the plans, and labeled as such.

These conditions of approval run with the land, unless modified by future land use reviews. As used in the conditions, the term "applicant" includes the applicant for this land use review, any person undertaking development pursuant to this land use review, the proprietor of the use or development approved by this land use review, and the current owner and future owners of the property subject to this land use review.

Appealing this decision. This decision may be appealed to the Design Commission, which will hold a public hearing. Appeals must be filed **by 4:30 PM on July 30, 2008** at 1900 SW Fourth Ave. Appeals can be filed on the first floor in the Development Services Center until 3 p.m. After 3 p.m., appeals must be submitted to the receptionist at the front desk on the fifth floor. **An appeal fee of $250 will be charged**. The appeal fee will be refunded if the appellant prevails. There is no fee for ONI recognized organizations appealing a land use decision for property within the organization's boundaries. The vote to appeal must be in accordance with the organization's bylaws. Low-income individuals appealing a decision for their personal residence that they own in whole or in part may qualify for an appeal fee waiver. In addition, an appeal fee may be waived for a low income individual if the individual resides within the required notification area for the review, and the individual has resided at that address for at least 60 days. Assistance in filing the appeal and information on fee waivers is available from BDS in the Development Services Center. Fee waivers for low-income individuals must be approved prior to filing the appeal; please allow 3 working days for fee waiver approval. Please see the appeal form for additional information.

The file and all evidence on this case are available for your review by appointment only. Please contact the receptionist at 503-823-7967 to schedule an appointment. I can provide some information over the phone. Copies of all information in the file can be obtained for a fee equal to the cost of services. Additional information about the City of Portland, city bureaus, and a digital copy of the Portland Zoning Code is available on the internet at www.portlandonline.com.

Attending the hearing. If this decision is appealed, a hearing will be scheduled, and you will be notified of the date and time of the hearing. The decision of the Design Commission is final; any further appeal must be made to the Oregon Land Use Board of Appeals (LUBA) within 21 days of the date of mailing the decision, pursuant to ORS 197.620 and 197.830. Contact LUBA at 550 Capitol St. NE, Suite 235, Salem, Oregon 97301, or phone 1-503-373-1265 for further information.

Failure to raise an issue by the close of the record at or following the final hearing on this case, in person or by letter, may preclude an appeal to the Land Use Board of Appeals (LUBA) on that issue. Also, if you do not raise an issue with enough specificity to give the Design Commission an opportunity to respond to it, that also may preclude an appeal to LUBA on that issue.

Recording the final decision.
If this Land Use Review is approved the final decision must be recorded with the Multnomah County Recorder. A few days prior to the last day to appeal, the City will mail instructions to the applicant for recording the documents associated with their final land use decision.

- *Unless appealed,* The final decision may be recorded on or after **July 31, 2008 – (the day following the last day to appeal).**
- A building or zoning permit will be issued only after the final decision is recorded.

The applicant, builder, or a representative may record the final decision as follows:

- By Mail: Send the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to: Multnomah County Recorder, P.O. Box 5007, Portland OR 97208. The recording fee is identified on the recording sheet. Please include a self-addressed, stamped envelope.

- In Person: Bring the two recording sheets (sent in separate mailing) and the final Land Use Review decision with a check made payable to the Multnomah County Recorder to the County Recorder's office located at 501 SE Hawthorne Boulevard, #158, Portland OR 97214. The recording fee is identified on the recording sheet.

For further information on recording, please call the County Recorder at 503-988-3034
For further information on your recording documents please call the Bureau of Development Services Land Use Services Division at 503-823-0625.

Expiration of this approval. An approval expires three years from the date the final decision is rendered unless a building permit has been issued, or the approved activity has begun.

Where a site has received approval for multiple developments, and a building permit is not issued for all of the approved development within three years of the date of the final decision, a new land use review will be required before a permit will be issued for the remaining development, subject to the Zoning Code in effect at that time.

Zone Change and Comprehensive Plan Map Amendment approvals do not expire.

Applying for your permits. A building permit, occupancy permit, or development permit may be required before carrying out an approved project. At the time they apply for a permit, permittees must demonstrate compliance with:

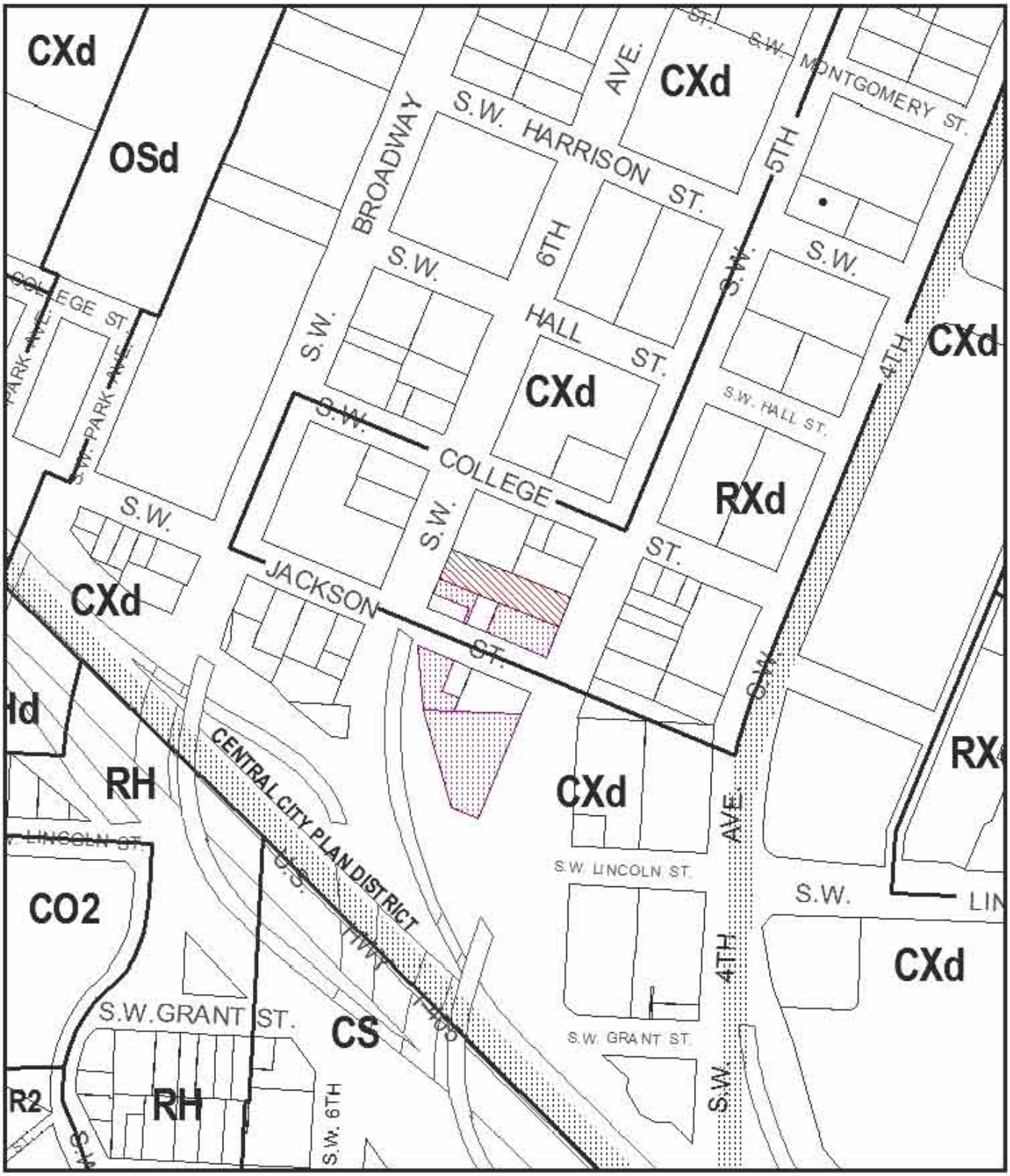
- All conditions imposed herein;
- All applicable development standards, unless specifically exempted as part of this land use review;
- All requirements of the building code; and
- All provisions of the Municipal Code of the City of Portland, and all other applicable ordinances, provisions and regulations of the City.

EXHIBITS
NOT ATTACHED UNLESS INDICATED

A. Applicant's Statement
B. Zoning Map *(attached)*

C. Plans & Drawings:
   1. Site Plan *(attached)*
   2. West Elevation Drawing *(attached)*
   3. Section Drawing *(attached)*
   4. Light Fixture Cutsheet
   5. Demolition Plan for Transit Mall Construction
   6. Civil Roadway Plan
   7. Sidewalk Plan
   8. Enlarged Sidewalk Plan
   9. Floor Plan
D. Notification information:
   1. Mailing list
   2. Mailed notice
E. Agency Responses:
   1. Life Safety (Building Code) Section of the Bureau of Development Services
F. Correspondence: None received.
G. Other:
   1. Original LU Application
   2. Site History Research

The Bureau of Development Services is committed to providing equal access to information and hearings. If you need special accommodations, please call 503-823-0625 (TTY 503-823-6868).



ZONING

Site

Also Owned

NORTH

This site lies within the:
CENTRAL CITY PLAN DISTRICT

File No.	LU 08-131186 DZM
1/4 Section	3228
Scale	1 inch = 200 feet
State_Id	1S1E04DA 1100
Exhibit	B (May 28,2008)

Site Plan

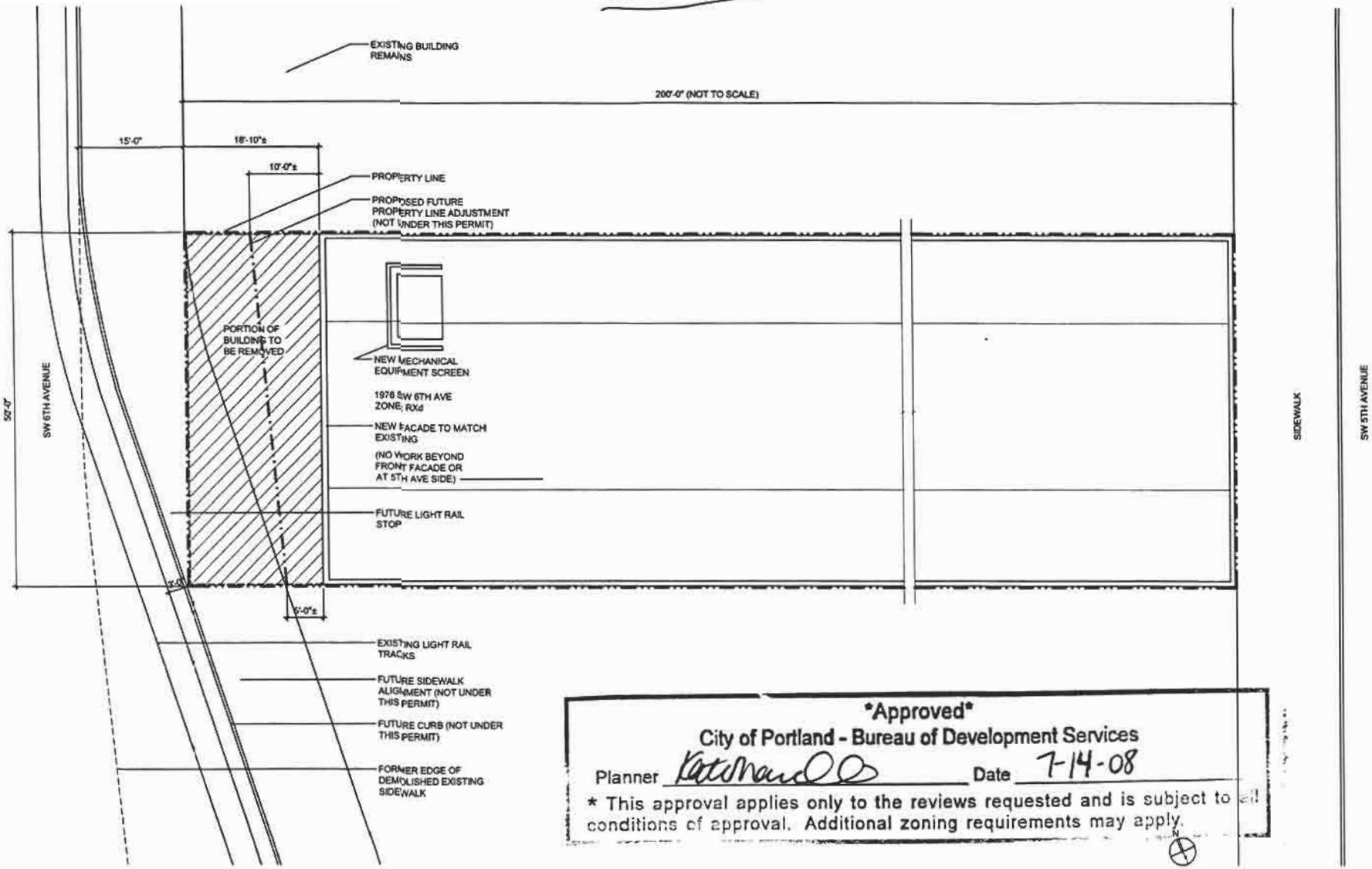


Exhibit C-1

(Reduced sheet size.)

The Meader Building

Allen L. Webb, Architect AIA 2935 Northeast 67th Avenue Portland, Oregon 97213 t 971.221.5569 f 503.284.3682 allen@webbarchitecture.com

Design Review
May 12, 2008
Drawing: Site Plan
Scale: 1/20" = 1'-0"

LU 08-131186 DZM

Building Elevation

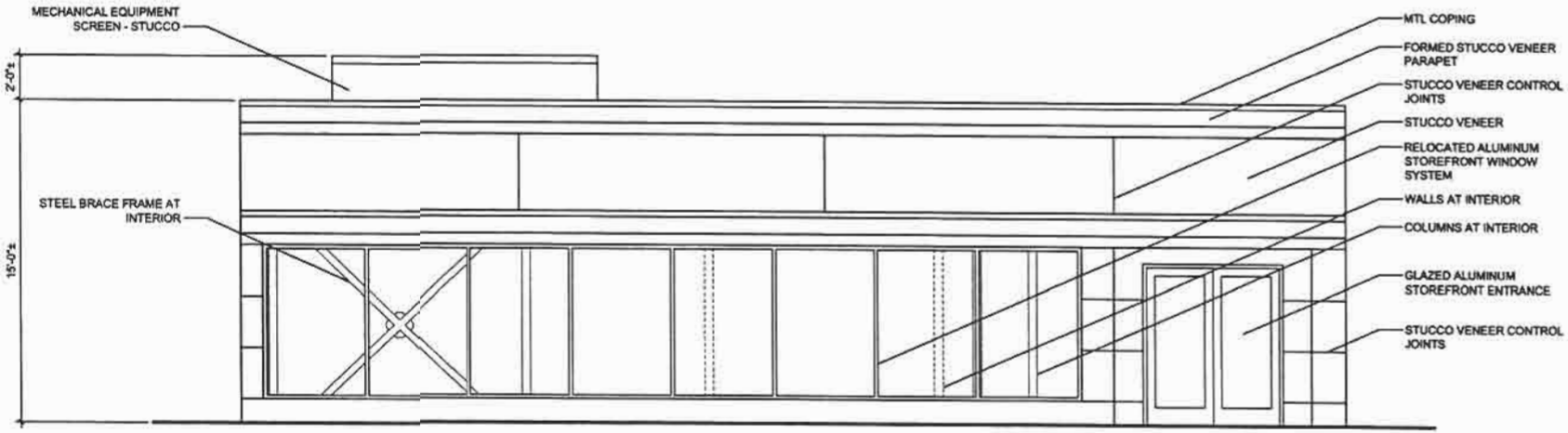


Exhibit C-2

Approved
City of Portland - Bureau of Development Services
Planner Kate Marcos Date 7-14-08
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.

(Reduced sheet size.)

The Meader Building

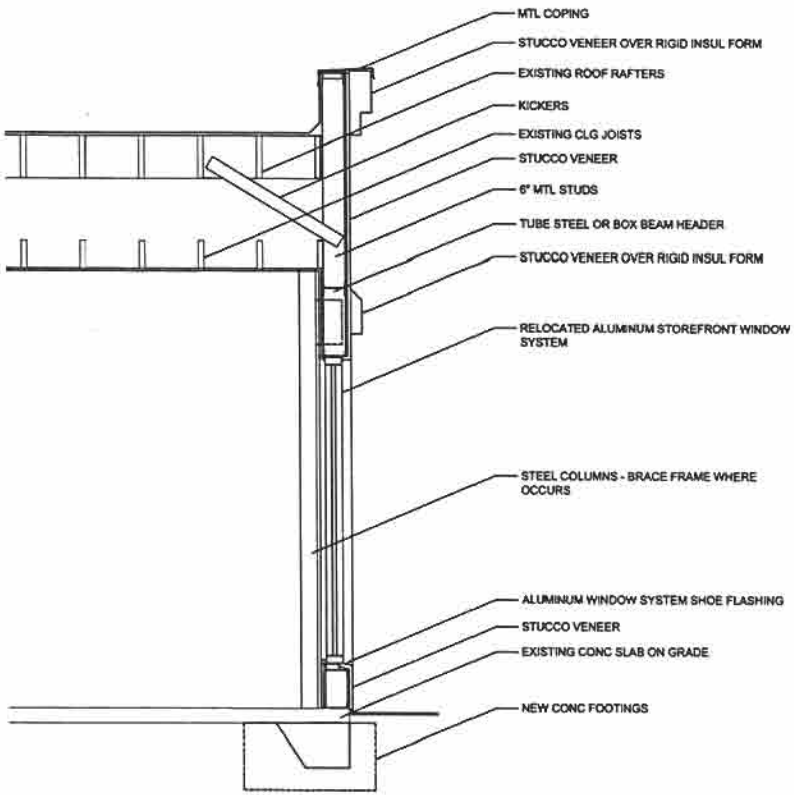
Allen L. Webb, Architect AIA 2935 Northeast 67th Avenue Portland, Oregon 97213 t 971.221.5569 f 503.284.3682 allen@webbarchitecture.com

Design Review
May 12, 2008
Drawing: Elevation
Scale: 1/8" = 1'-0"

LU 08-131186 DZM

Section

Approved
City of Portland - Bureau of Development Services
Planner Katrina Date 7-14-08
* This approval applies only to the reviews requested and is subject to all conditions of approval. Additional zoning requirements may apply.



(Reduced Sheet Size.)

Exhibit C-3

The Meader Building

Allen L. Webb, Architect AIA 2935 Northeast 67th Avenue Portland, Oregon 97213 t 971.221.5569 f 503.284.3682 allen@webbarchitecture.com

Design Review
May 12, 2008
Drawing: Wall Section
Scale: 1/4" = 1'-0"

LU 08-131186 DZM